A YOUNG AMAZON.

Ohio Girl in Boy's Clothing for Seven ara-She Drives Street Care, Cooks on a ambont, Works on a Farm, and Chews

to evening Officer White, of the West Side, ted a person on suspicion of having stolen. On being taken to the station-house this on gave the name of Alexander Davis, and the f sixteen years. This morning, however, Dalex was doubted, and it was then ascertained the prison for wearing male apparel. Is the same girl who was arrested in Toledo a lays since for disguising herself in this manner, was allowed by the police of that city to go, on ising to leave town. She then came here, and tered about the city until arrested as stated e.

reareer has been a romantic one. She was in Zanesville, and her right name is Florence er. At the age of 11 years she ran away from a to "seek her fortune." Thinking that she iget along better if she wore boy's clothing, onned male apparel, and states that her sex not discovered until, after parsing for a young for seven years, she was arrested in Toledo, a she left her home she went to Columbus, and ned employment as driver of a street car. She large of her age, and having masculine features short hair, easily passed for a boy of about 16. six months she worked in this capacity, and went to Cincinnati. There she was hired on camboat Alaska as second cook, and sailed four between that city and New Orleans. She geneslept alone, and no one on the boat mistrusted she was a girl. Leaving the boat, she came to land and went to work for a farmer living in nine miles west of the city. To trace her through all her wanderings would too long. Suffice it to say that she has been ged at masculine labor constantly, much of the having been employed at larming. Is now eighteen years old, but in her costume are like a boy of sixteen, and gives that as her ther hair is black and shingled close. She is a black suit, no shirt collar, a slouch hat, goes her pants in her boots, and chews enormous lost foldered. career has been a romantic one. She was

her pants in her boots, and chews enormous of tobacco. Her voice is coarse, and her manorrespond. The police are as yet undecided to do with her, and in the meantime she is rein prison.—Cleveland Plaindealer, Jan. 3.

MATHEMATICAL PRODIGY.

ty, Uncouth, Untutored Missonri Youth Does a Marvellous Thing to Figures. bees a Marvelious Thing in Figures.

Warrensburg, Missouri, resides a poor widow a, who has a son, Reuben Field, a mere boy, ored, and seemingly almost incapable of literary 2, who yet possesses most remarkable powers tal calculation. As evidence of this, among other evidences that might be cited, a gentle-field st. Louis, who had heard of his possessing culty, a few days ago sent him the following 3, viz.:—145,145,145,145, asking him to square amber mentally, that is, multiply the number if, and send him the result, with the time to perform it, scarcely believing, however, astanding the extraordinary accounts related, that he would be capable of the task. In owever, he was mistaken, as were others to the proposition had been named. A letter en received by the gentleman named, from a respectable and reliable citizen of Warrens-who states that in three minutes time the boy mentally and accurately pronounced the rewho states that in three minutes' time the boy mentally and accurately pronounced the rei'067,113,159,163,117,071,025, or, written in
twenty-one sextillions sixty-seven quintilone hundred and thirteen quadrillions one
d and fifty-nine trillions one hundred and
hree billions one hundred and seventeen milsventy-one thousand and twenty-five
igh suck exhibitions of mental powers of caln as the one exhibited in the above are not
ther unheard of, they are nevertheless exsky rare. In this instance it will appear all
ore marvellous when it is stated that this boy,
in Field, is almost entirely uneducated. In-

the letter referred to fabove said Field main-tis "of no use for boys to go to school, as he earn anything and never could." In fact, in this matter of calculation, in which he is rel, he is said to be "very ignorant in all other s.," lazy, uncouth, disposed to wander idly lace to place, and worst of all, perhaps, "is ond of drink." Yet, the letter states, "he can the eighty-seventh line in multiplication back-and forwards, and does many marvellous in calculating mentally." those who think the solution required in the attion given above cannot be a difficult one, those who think the solution required in the attion given above cannot be a difficult one, he rendered by an illiterate and uncultivated all to mind that this solution, by the usual of multiplication, requires the use of 191 at 144 multiplications, 23 additions, and 15 actions of figures, and that this, by the ordinces of multiplication, is to be performed tained in the mind until the process is com-When they realize this or attempt the solu-olf, they will very likely come to the conclu-at Reuben Field is a prodigy in mental calcu-

. H. Rivett-Carnac, Cotton Commissioner ombay and Central India, gives some information as to the effect of cotton ions on the native Indians. At first the ints quite turned their heads. The ughshares cast in silver, and cased their eels in tires of the same metal. Fancy were given for bullocks of a favorite with some peculiarity of shape or tail ous sums were squandered on marriage nies, and the Brahmins contrived to enormous bounties. But these vagaries y one side of the picture. The extension n culture has had an important and pereffect in improving the general condi-the people. They have better food, lothes, huts of mud and thatch have been d by substantial buildings of stone, brass pper utensils substituted for earthen pots us, irrigation has been greatly increased, and brought into cultivation and planted.

E PRINCIPAL DEPO

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NEW YORK. SAILING ON TUESDAYS, THURSDAYS, AND SATURDAYS, AT NOON.
On and after December 16, the rates will be 25 cents per 100 lbs., 10 cents per foet, or 2 cents per gallon, ship's Advance charges cashed at office on pier.

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Pier 19 NORTH WHARVES. N. R.-Extra rates on small packages iron, metal, etc.

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THROUGH RATES to all points in North and South Carolina via Seaboard Air Line Railroad, connecting at Portsmouth, and to Lynchburg, Va., Tennessee, and the West, via Virginia and Tennessee Air Line and Richmond and Danville Railroad.
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Steamers leave regularly every Saturday at noon from
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ELDRIDGE & CO., Agents at Alexandria.

NOTICE.—FOR NEW YORK, VIA
DELAWARE AND RARITAN CANAL
EXPRESS STEAMBOAT COMPANY.
The CHEAPEST AND QUIOKEST water communication between Philadelphia and New York.
Steamers leave daily from first wharf below Market
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No. 19 WALL Street. New York.

NOTICE.—FOR NEW YORK, VIA
Delaware and Raritan Canal, SWIFTSURE
TRANSPORTATION COMPANY.—DESPATCH AND SWIFTSURE LINE.
The business of these lines will be resumed on and after
the 5th of March. For freights, which will be taken on
accommodating terms, apply to
W. M. BAIRD & CO.,
325
No. 122 South Wharves. NOTICE.-FOR NEW YORK, VIA

FROM CHARLESTON TO
FLORIDA, VIA SAVANNAH.—TRIWREKLY LINE.
The following steamers will leave
Charleston for Florida, via Savannah, three times a week,
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DICTATOR, every TUESDAY EVENING at 8 o'clock.

CITY POINT, every FRIDAY EVENING at 8 o'clock.

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ZIL.—UNITED STATES AND BRAZIL MAIL STEAMSHIP COMPANY. Regular Mail Steamers sailing on the

28d of every month—MERRIMAOK, Captain Wier,
SOUTH AMERICA, Captain E. L. Tinklepaugh.
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These splendid steamers sail on schedule time, and call
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FOR NEW ORLEANS DIRECT.
THE CROMWELL LINE.
Steamships of this Line will leave Pier
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Steamships of this Line will leave No. 9, North River, at 3 o'clock P. M. on SATURDAYS.

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Freight taken for St. Louis, Mobile, and Galveston at through rates. Cabin passage, \$50.

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RAILROAD LINES.

DENNSYLVANIA CENTRAL RAILROAD AFTER S P. M. SUNDAY, NOVEMBER 14, 1869.
The trains of the Pennsylvania Central Railroad leave the Depot, at THIRTY-FIRST and MARKET Streets, which is reached directly by the Market street cars, the last car connecting with each train leaving Front and Market streets thirty minutes before its departure. The Chesnut and Wainut streets cars run within one square of the Depot.

Sleeping-car tickets can be had on application at the Ticket Office, N. W. corner Ninth and Chesnut streets, and at the Depot.

Agents of the Union Transfer Company will call for and deliver baggage at the depot. Orders left at No. 901 Chesnut street, or No. 116 Market street, will receive attention.

TRAINS LEAVE SPOT, VIZ.;—

TRAINS LEAVE SIPOT, VIE :--

TRAINS ARRIVE AT DEPOT, VIZ. TRAINS ARRIVE AT DEPOT, VIZ.:

Cincinnati Express: 3º10 A. M.
Philadelphia Express: 6º30 A. M.
Erie Mail. 6º30 A. M.
Paciel Accommodation, 8º20 A. M., 3º40 and 6º25 P. M.
Parkesburg Train. 9º10 A. M.
Fast Line. 9º40 A. M.
Lancaster Train. 12º55 P. M.
Erie Express: 12º55 P. M.

Fast Line

Lancaster Train

Eric Express

1255 P. M.

Southern Express

1205 P. M.

Southern Express

100 P. M.

Pacific Express

100 P. M.

Pacific Express

425 P. M.

Harrisburg Accommodation

For further information, apply to

JOHN F. VANLEER, Jr., Ticket Agent,

No. 901 CHESNUT Street,

FRANCIS FUNK, Ticket Agent,

No. 116 MARKET Street,

SAMUEL H. WALLACE,

Ticket Agent at the Depot.

The Pennsylvania Raifroad Company will not assume any risk for Baggage, except for Wearing Apparel, and limit their responsibility to One Hundred

Dollars in value. All Baggage exceeding that amount in value will be at the risk of the owner, unless taken by special contract.

by special contract. EDWARD H. WILLIAMS,
429 General Superintendent, Altoona, Pa.

DHILADELPHIA, WILMINGTON, AND BALTIMORE RAILROAD.—TIME TABLE.—Trains
will leave Depot corner Broad street and Washing
ton avenue as follows:—
Way Mail Train at 8-20 A. M. (Sundays excepted
for Baltimore, stopping at all regular stations
Connecting with Delaware Railroad at Wilmingto
for Crisfield and intermediate stations.
Express Train at 12 M. (Sundays excepted), fo
Baltimore and Washington, stopping at Wilmingtor
Perryville, and Havre-de-Grace. Connects at Wil
mington with train for New Castle.
Express Train at 4-00 P. M. (Sundays excepted),
for Baltimore and Washington, stopping at Chester,
Thurlow, Linwood, Claymont, Wilmington, Newport,
Stanton, Newark, Elkton, North-East, Charlestown,
Perryville, Havre-de-Grace, Aberdeen, Perryman's,
Edgewood, Magnolia, Chase's and Stemmer's Run.
Night Express at 11-30 P. M. (daily), for Baltimore
and Washington, stopping at Chester, Thurlow, Linwood, Claymont, Wilmington, Newark, Elkton,
North-East, Perryville, Havre-de-Grace, Perryman's,
and Magnolia.
Passengers for Fortress Monroe and Norfolk will and Magnolia.

Passengers for Fortress Monroe and Norfolk will take the 12 00 M. train.

WILMINGTON TRAINS.
Stopping at all stations between Philadelphia and Wilmington.
Leave Philadelphia at 11:00 A. M., 2:30, 5:00, and 7:00 P. M. The 5:00 P. M. Train connects with Delaware Railroad for Harrington and intermediate ware Kallroad for Marrington and intermediate stations.

Leave Wilmington 6:30 and 8:16 A. M., 1:20, 4:15, and 7:00 P. M. The 8:10 A. M. Train will not stop between Chester and Philadelphia. The 7 P. M. Train from Wilmington runs daily; all other Accommodation Trains Sundays excepted.

Trains leaving Wilmington at 6:30 A. M. and 4:15 P. M., will connect at Lamokin Junction with the 7:00 A. M. and 4:39 P. M. trains for Baltimore Central Railroad.

Ratiroad.
From Baltimore to Philadelphia—Leave Baltimore 125 A. M., Way Mail; 9:35 A. M., Express; 2:35 P. M., Express; 1:25 P. M., Express.
SUNDAY TRAIN FROM BALTIMORE.
Leaves Baltimore at 7:25 P. M., stopping at Magnolia, Perryman's, Aberdeen, Havre-de-Grace, Perryville, Charlestown, North-East, Elkton, Newark, Stanton, Newport, Wilmington, Claymont, Linwood, and Chester.

H. F. KENNEY, Superintendent, PHILADELPHIA AND BALTIMORE CENTRAL

WINTER ARRANGEMENT.
On and after MONDAY, November 1, 1869, Trains will leave as follows, stopping at all Stations on Philadelphia, Baltimore Central, and Chester Creek

Railroads:—
Leave PHILADELPHIA for PORT DEPOSIT from Depot of Philadelphia, Wilmington, and Baltimore Railroad Company, corner Broad and Washington avenue, at 7 A. M. and 4 30 P. M.
A Freight Train, with Passenger Car attached, will leave Philadelphia for Oxford at 2 30 P. M.
Leave PORT DEPOSIT for PHILADELPHIA at 5 40 A. M., 9 25 A. M., and 2 25 P. M.
On Saturday the 2 25 P. M. train will leave at 4 30 P. M.
Passengers are allowed to take Passengers are allowed to take wearing apparel

only as baggage, and the company will not be responsible for an amount exceeding one hundred dollars, unless special contract is made for the same. HENRY WOOD, President and General Superintenden

PROPOSALS.

DROPOSALS FOR TIMBER.

OFFICE OF PAYMASTER U. S. NAVY,
NO. 425 CHESNUT STREET,
PHILADELPHIA, Jan. 1, 1870.)
Scaled Proposals, indersed "Proposals for Timber," will be received at this office until 12 o'clock
M., on the 13th of January, for furnishing the
United States Navy Department with the following
TIMBEH, to be of the best quality, and subject to
inspection by the Inspecting Officer in the Philadelphia Navy Yard, where it is to be delivered within
thirty days after acceptance of bid, free of expense
to the Government, for which security must be
given.

FOR BUREAU OF CONSTRUCTION, ETC. 10 pieces Yellow Pine, 36 to 48 feet long, 16% inches square—mast. 10 pieces Yellow Pine, 38 to 54 feet long, 17% 10 pieces Yellow Pine, 47 to 30 feet long, 14% inches square-mast. 8 pieces Yellow Pine, 54 to 51 feet long, 19 inches square—topmast.
I piece Yellow Pine, 38 feet long, 15 inches square

-topmas.
2 pieces Yellow Pine, 57 feet long, 21 inches square
-yards, to taper at ends to 12 inches.
3 pieces Yellow Pine, 60 feet long, 22 inches square —yards, to taper at ends to 12 inches. 6 pieces Yellow Pine, 45 sto 48 feet long, 17 inches square—yards, to taper at ends to 9 inches. 1 piece Yellow Pine, 55 feet long, 18 inches square

The eleven pieces for yards, tapering, to have the heart in the centre at ends.

To be of the best quality, fine-grained Southern Yellow Pine, which has not been tapped.

No more sapwood than one-eighth of the face will be received on each corner. Deductions will be made in the measurement for all sapwood, axe marks, and improper squaring.

To be free from cross-grains, shakes, large knots, or other defects. The butts and tops to be cut off to sound wood.

The actual length and size of each neige required. heart in the centre at ends.

The actual length and size of each poice required can be obtained on application to the Naval Constructor, Navy Yard. Elank forms for proposals at this office.
ROBERT PETTIT. Paymaster United States Navy.

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Large and small GUNNY BAGS constantly on hand.

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Also, WOQL SAUKS.

RAILROAD LINES.

READING RAILROAD.—GREAT TRUNK LINE from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumbarlania R from Philadelphia to the interior of Pennsylvania, the Schuylkill, Susquehanna, Cumberland, and Wyoming valleys, the North, Northwest, and the

WINTER ARRANGEMENT WINTER ARRANGEMENT
Of Passenger Trains, December 20, 1862.
Leaving the Company's depot at Thirteenth and
Callowhill streets, Philadelphia, at the following
hours:— MORNING ACCOMMODATION.
At 7:30 A. M. for Reading and all Exermediate
stations, and Allentown. Returning, loaves Reading at 6:35 P. M.; arrives in Philadelphia at 9:25 P.M.
MORNING EXPRESS.
At 8:15 A. M. for Reading, Lebanon, Harrisburg,
Pottsville, Pinegrove, Tamaqua, Sunbury, Williamsport, Elmira, Rochester, Niagara Falis, Bumalo,
Wilkesbarre, Pittston, York, Carlisle, Chambersburg,
Hagerstown, etc.

Wilkesbarre, Pittston, York, Carlisle, Chambersburg, Hagerstown, etc.

The 7-30 A. M. train connects at READING with East Pennsylvania Railroad trains for Allentown, etc., and the 8-15 A. M. train connects with the Lebanon Valley train for Harrisburg, etc.; and PORT CLINTON with Catawissa Railroad trains for Williamsport, Lock Haven, Elmira, etc.; at HARRISBURG with Northern Central, Cumberland Valley, and Schuylkill and Susquehanna trains for Northumberland, Williamsport, York, Chambersburg, Pinegrove, etc.

AFTERNOON EXPRESS.

Leaves Philadelphia at 3-30 P. M. for Reading, Pottsville, Harrisburg, etc., connecting with Reading and Columbia Railroad trains for Columbia, etc.

POTTSTOWN ACCOMMODATION.

Leaves Pottstown at 6-45 A. M., stopping at inter-

POTTSTOWN ACCOMMODATION.
Leaves Pottstown at 6-45 A. M., stopping at intermediate stations; arrives in Philadelphia at 9-10 A.
M. Returning, leaves Philadelphia at 4-00 P. M.; arrives in Pottstown at 6-15 P. M.
READING AND POTTSVILLE ACCOMMODATION.
Leaves Pottsville at 5-40 A. M. and Reading at 7-30
A. M., stopping at all way stations; arrives in Philadelphia at 10-20 A. M.
Returning, leaves Philadelphia at 4-45 P. M.; arrives in Reading at 7-40 P. M., and at Pottsville at 9-20
P. M.
Trains for Philadelphia leave Harrisburg at 8-10 A.

P. M.
Trains for Philadelphia leave Harrisburg at \$10 A.
M., and Pottsville at 9 A. M., arriving in Philadelphia at 1 P. M. Afternoon trains leave Harrisburg at 205 P. M., and Pottsville at 245 P. M., arriving at Philadelphia at 645 P. M.
Harrisburg Accommodation leaves Reading at 715 A. M. and Harrisburg at 4 10 P. M. Connecting at Reading with Afternoon Accommodation south at 635 P. M., arriving in Philadelphia at 9-25 P. M.
Market train, with a passenger car attached, leaves

Market train, with a passenger car attached, leaves Philadelphia at 12:30, noon, for Pottsville and all way stations; leaves Pottsville at 5:40 A. M., connecting at Reading with accommodation train for Philadelphia and all way stations. phia and all way stations.

All the above trains run daily, Sundays excepted.

Sunday trains leave Pottsville at S.A. M., and
Philadelphia at 3:15 P. M. Leave Philadelphia for
Reading at S.A. M.; returning from Reading at 4:25

CHESTER VALLEY RAILROAD.

Passengers for Downingtown and intermediate points take the 7:30 A. M., 12:30 and 4:00 P. M. trains from Philadelphia. Returning from Downingtown at 6:30 A. M., 12:45 and 5:15 P. M.

PERKIOMEN RAILROAD.

Passengers for Schwenksville take 7:30 A. M., 12:30 and 4:00 P. M. trains from Philadelphia, returning from Schwenksville at 8:05 A.M. and 12:45 M. Stage lines for the various points in Perkiomen Valley connect with trains at Collegeville and Schwenksville.

COLEBROOK DALE RAILROAD.

Passengers for Mt. Pleasant and intermediate points.

COLEBROOK DALE RAILROAD.

Passengers for Mt. Pleasant and intermediate points take the 7:30 A. M. and 4:00 P. M. trains from Philadelphia, returning from Mt. Pleasant at 7:00 and 11:00 A. M.

NEW YORK EXPRESS FOR PITTSBURG AND THE WEST.

Leaves New York at 9 A. M. and 5:00 P. M., passing Reading at 1:45 and 10:05 P. M., and connecting at Harrisburg with Pennsylvania and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

nia and Northern Central Railroad Express trains for Pittsburg, Chicago, Williamsport, Elmira, Baltimore, etc.

Returning Express train leaves Harrisburg on arrival of Pennsylvania Express from Pittsburg at 5°25 A. M., and 12°20 noon, passing Reading at 7°20 A. M., and 2°00 P. M., arriving at New York 12°05 noon, and 6°35 P. M. Sleeping cars accompany these trains through between Jersey City and Pittsburg without ohange.

A Mail train for New York leaves Harrisburg at 8°10 A. M. and 2°05 P. M. Mail train for Harrisburg leaves New York at 12 M.

SCHUYLKILL VALLEY RAILROAD.

Trains leave Pottsyllie at 6°30 and 11°30 A. M., and 6°50 P. M., returning from Tamaqua at 8°35 A. M., and 1°40 and 4°40 P. M.,

SCHUYLKILL AND SUSQUEHANNA RAILROAD.

Trains leave Anburn at 8°55 A. M. and 3°40 P. M., for Pinegrove and Harrisburg, and at 12°10 noon for Pinegrove, Tremont, and Brockside, returning from Harrisburg at 1°30 A. M. and 3°40 P. M., from Brockside at 4°00 P. M., and from Tremont at 7°15 A. M. and 5°05 P. M.

Tickets.

Through first class tickets and emigrant tickets to all the principal points in the North and West and Canadas.

Excursion Tickets from Philadelphia to Reading.

Canadas.

Excursion Tickets from Philadelphia to Reading and intermediate stations, good for one day only, and sold by Morning Accommodation Market Train, Reading and Pottstown Accommodation Trains, at reduced rates.

Excursion Tickets to Philadelphia, good for one day only, are sold at Reading and intermediate stations by Reading and Pottstown Accommodation Trains, at reduced rates.

The following tickets are obtainable only at the office of S. Bradford, Treasurer, No. 227 S. Fourth street, Philadelphia, or of G. A. Nicolls, General Superintendent, Reading.

COMMUTATION TICKETS.—At 25 per cent. discount, between any points, desired, or of the country of t count, between any points desired, for families and firms.

MILEAGE TICKETS.—Good for 2000 miles, between all points, at \$52.50 each, for families and

firms.

SEASON TICKETS.—For three, six, nine, or twelve months, for holders only, to all points, at retwelve months, for holders only, to all points, at reduced rates.

CLERGYMEN residing on the line of the road will be furnished with cards entitling themselves and wives to tickets at half fare.

EXCURSION TICKETS from Philadelphia to principal stations, good for Saturday, Sunday, and Monday, at reduced fares, to be had only at the Ticket office, at Thirteenth and Callowhill streets.

FREIGHT.—Goods of all descriptions forwarded to all the above points from the Company's new freight depot, Broad and Willow streets.

MAILS close at the Philadelphia Post Office for all places on the road and its branches at 5 A. M., and for the principal stations only at 2.15 P. M.

FREIGHT TRAINS leave Philadelphia daily at 4.35 A. M., 12.30 noon, 5 and 7.15 P. M., for Reading, Lebanon, Harrisburg, Pottsville, Port Clinton, and points beyond.

BAGGAGE.—Deposar's Express will collect beautiful and the collec

BAGGAGE —Dungan's Express will collect baggage for all trains leaving Phladelphia Depot. Orders can be left at No. 225 South FOURTH Street, or at the Depot, THIRTEENTH and CALLOWHILL

WEST CHESTER AND PHILADELPHIA
Leave Philadelphia from New Depot, THIRTYFIRST and CHESNUT Streets, 745 A. M., 1140 A. M.,
230 P. M., 445 P. M., 440 P. M., 645 and 1149 P. M.
Leave West Chester from Depot, on East Market
street, at 625 A. M., 800 A. M., 745 A. M., 1045 A.
M., 155 P. M., 450 P. M., and 655 P. M.
Train leaving West Chester at 800 A. M. will stop
at E. C. Junction, Lenni, Glen Riddle, and Media;
leaving Philadelphia at 440 P. M. will stop at Media, Glen Riddle, Lenni, and B. C. Junction, Passengers to or from stations between West Chester
and B. C. Junction going East will take train leaving and B. C. Junction going East will take train leaving West Chester at 745 A. M., and change cars at B. C. Junction, and going West, passengers for stations above B. C. Junction will take train leaving Philadelphia at 440 P. M., and will change cars at B. C. Junction. Philadelphia at 4-40 P. M., and will change cars at B. C. Junction.

The Depot in Philadelphia is reached directly by the Chesnut and Walnut streets cars. Those of the Market street line run within one square. The cars of both lines connect with each train upon its

ON SUNDAYS.

Leave Philadelphia for West Chester at 8-30 A. M. Leave West Chester for Philadelphia at 708 A. M. and 400 P. M. WILLIAM C. WHEELER, General Superintendent, 4 105

" Williamsport 130 A. M.
" arrives at Erie. 8-20 P. M.
ERIE EXPRESS leaves Philadelphia. 11-40 A. M.
" Williamsport 9-00 P. M.
" arrives at Erie. 10-00 A. M.
ELMIRA MAIL leaves Philadelphia. 7-50 A. M.
" Williamsport 6-00 P. M.
" arrives at Lock Haven 7-20 P. M. EASTWARD. arrives at Philadelphia. 6 20 A. M.
ERIE EXPRESS leaves Erle. 4 00 P. M.
"Williamsport. 3 30 A. M.
"arrives at Philadelphia. 12 45 P. M.
ELMIRA MAIL leaves Lock Haven. 8 00 A. M.
"Williamsport. 9 45 A. M.
"arrives at Philadelphia. 6 50 P. M.
BUFFALO EXP. leaves Williamsport. 12 25 A. M.
"Harrisburg. 5 20 A. M.
"arrives at Philadelphia. 9 25 A. M.
Express East connects at Corry, Mail East at Cerry and Irvineton, Express West at Irvineton, with trains of Oil Creek and Allegheny River Railroad.
ALFRED L. TYLER, General Superintendent. RAILROAD LINES.

1869. FOR NEW YORK.—THE CAMDEN and Amboy and Philadelphia and Trenton Railroad Companies' lines from Philadelphia to New York and Way Places.

At 8-30 A. M., via Camden and Amboy Accom... \$2-25 At 8 A. M., via Camden and Amboy Express... \$-30 At 9 P. M., via Camden and Amboy Express... \$-30 At 6 P. M., for Amboy and intermediate stations. At 5 A. M. and 2 P. M., for Freehold.

At 8 A. M. and 2 P. M., for Long Branch and points on R. and D. B., R. R.

At 8 and 10 A. M., 12 M., 2, 3-30, and 4-30 P. M., for Trenton.

Trenton.
At 8 and 10 A. M., 12 M., 2, 3 30, 4 30, 6, 7, and 11 30 P. M. for Bordentown, Florence, Burlington, Beverly, and Delanco.
At 6 30 and 10 A. M., 12 M., 3 20, 4 30, 6, 7, and 11 30 P. M., for Edgewater, Riverside, Riverton, Palmyra, and Fish House, 8 A. M. and 2 P. M. for Riverton.
The 11 20 P. M. line leaves Market Street Ferry, (pages 448).

(upper side).

FROM ENSINGTON DEFOT.

At 7:30 A. M., 2:30, 3:30, and 5 P. M. for Trenton and Bristel, and 10:45 A. M. and 6 P. M. for Bristol.

At 7:30 A. M., 2:30 and 5 P. M. for Morrisville and At 7:30 A. M., 2:30 and 5 P. M. for Morrisville and Tullytown.
At 7:30 and 10:45 A. M., and 2:30, 5, and 6 P. M. for Schenck's and Eddington.
At 7:30 and 10:45 A. M., 2:30, 4, 5, and 6 P. M., for Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford, and at 3:30 P. M. for Holmesburg and Intermediate stations.

FROM WEST FHILADELPHIA DEPOT.
Via Connecting Rallway.
At 7, 9:30 and 11 A. M., 1:20, 4, 6:40, and 12 P. M. New York Express Lines, via Jersey City. Fare, 53:25.

83-28. At 11-20 P. M., Emigrant Line. Fare, \$2. At 7, 9-30, and 11 A. M., 1-20, 4, 6-45, and 12 P. M. At 7, 9-20, and 11 A. M., 4, 6-45, and 12 P. M., for Bristol.

At 12 P. M. (Night), for Morrisville, Tullytown, Schenck's, Eddington, Cornwell's, Torresdale, Holmesburg, Tacony, Wissinoming, Bridesburg, and Frankford.

The 9:50 A. M., 6:45 and 12 P. M. Lines will run daily. All others, Sundays excepted.

BELVIDERE DELAWARE RAILHOAD LINES,

At 7:30 A. M. for Niagara Falls, Burfalo, Dunkirk, Eimira, Ithaca, Owego, Rochester, Binghamton, Oswego, Syracuse, Great Bend, Montrose, Wilkesbarre, Scranton, Stroudsburg, Water Gap, Schooley's Mountain, etc. Scranton, Stroudsburg, Water Gap, Schooley's Mountain, etc.

A. 730 A. M. and 330 P. M. for Belvidere, Easton, Lambertville, Flemington, etc. The 330 P. M. Line connects direct with the train leaving Easton for Mauch Chunk, Allentown, Bethlehem, etc.

At 11 A. M. from West Philadelphia Depot and 5 P. M., from Kensington Depot, for Lambertville and intermediate stations.

CAMDEN AND BURLINGTON COUNTY AND PEMBERTON AND HIGHTSTOWN RAIL-ROADS.

ROADS.
FROM MARKET STREET FERRY (UPPER SIDE).
At 7 and 10 A. M., 1, 2.15, 3.30, 5, and 6.30 P. M., and on Thursday and Saturday nights at 11.30 P. M., for Merchantville, Moorestown, Hartford, Masonville, Hainesport, and Mount Holly.
At 7 A. M., 2.15 and 6.30 P. M. for Lamberton and Mediord. Medford.
At 7 and 10 A. M., 1, 3-30, and 5 P. M., for Smithville, Ewansville, Vincentown, Birmingham,

Smithville, Ewansville, and Pemberton.
At 10 A. M., for Lewistown, Wrightstown, Cookstown, New Egypt, and Hornerstown.
At 7 A. M., 1 and 3:30 P. M., for Lewistown, Wrightstown, Cookstown, New Egypt, Hornerstown, Cream Ridge, Imlaystown, Sharon, and Hightstown.

WILLIAM H. GATZMER, Agent. PHILADELPHIA, GERMANTOWN, AND NOR-RISTOWN RAILROAD.
TIME TABLE,
On and after MONDAY, Nov. 22, 1869.
FOR GERMANTOWN.
Leave Philadelphia at 6, 7, 8, 9-95, 19, 11, 12 A. M.,
1, 2, 3\frac{1}{2}, 3\frac{1}{2}, 4\frac{1}{2}6, 4\frac{1}{2}5, 5, 5\frac{1}{2}, 6, 6\frac{1}{2}, 7, 8, 9-20, 10, 11, 12

P. M.
Leave Germantown at 6, 6-55, 716, 8, 8-20, 9, 10, 10-50, 12 A. M., 1, 2, 3, 3-50, 416, 5, 516, 6, 616, 7, 8, 9, 10, 11 P. M.
The 8-20 down train and 316 and 516 up trains will not stop on the Germantown Branch.
ON SUNDAYS.
Leave Philadelphia at 9:15 A. M., 2, 4:05, 7, and 10%

Leave Germantown at 8-15 A. M., 1, 3, 6, and 9 M.

P. M.
Leave Germantown at 8:15 A. M., 1, 3, 6, and 9½
P. M.
CHESNUT HILL RAILROAD.
Leave Philadelphia at 6, 8, 10, 12 A. M., 2, 3½, 5½,
7, 9:20, and 11 F. M.
Leave Chesnut Hill at 7:10, 8, 9:40, 11:40 A. M., 1:40,
3½, 5:40, 6:48, 8:40, and 10:40 P. M.
ON SUNDAYS.
Leave Philadelphia at 9:15 A. M., 2 and 7 F. M.
Leave Chesnut Hill at 7:50 A. M., 12:40, 5:40, and
9:25 P. M.
FOR CONSHOHOCKEN AND NORRISTOWN.
Leave Philadelphia at 6, 7½, 9, and 11:05 A. M., 1½,
3, 4, 4½, 5½, 6½, 8:05, 10:05, and 11½ P. M.
Leave Rorristown at 5:40, 6:25, 7, 7½, 8:50, and 11
A. M., 1½, 3, 4½, 6½, 8, and 9½ P. M.
The 7½ A. M. train from Norristown will not stop at Mogee's, Potts' Landing, Domino, or Schur's lane.
The 4 P. M. train from Philadelphia will stop only at School lane, Manayunk, and Conshohocken.
ON SUNDAYS.
Leave Philadelphia at 9 A. M., 2½, 4, and 7½ P. M.
Leave Philadelphia at 6, 7½, 9, and 11:05 A. M., 1½,
3, 4, 4½, 5½, 6½, 8:05, 10:05, and 11½ P. M.
Leave Philadelphia at 6, 7½, 9, and 11:05 A. M., 1½,
115
UNITED
Leave Philadelphia at 6, 7½, 9, and 11:05 A. M., 1½,
124 Construction of the property of the property

WILSON, General Superintendent, Depot, NINTH and GREEN Streets. NORTH PENNSYLVANIA RAILEOAD.—THE SHORT MIDDLE ROUTE TO THE LEHIGH AND WYOMING VALLEYS, NORTHERN PENNSYLVANIA, SOUTHERN AND INTERIOR NEW YORK, BUFFALO, ROCHESTER, NIAGARA FALLS, THE GREAT LAKES, AND THE DOMINION OF NADA.

WINTER ARRANGEMENT.

Takes effect November 22, 1869.

Fourteen daily trains leave Passenger Depot, corner BERKS and AMERICAN Streets, (Sundays excepted), as follows:—

At 8 00 A. M. (Express) for Bethlehem, Allentown, Manch Chunk, Hazleton, Williamsport, Wilkesbarre, Mahanoy City, Pittston, Towanda, Waverley, and in connection with the ERIE RAILWAY for Buffalo, Ningara Falls, Rochester, Cleveland, Chicago, San Francisco, and all points in the Great West.

At 9 45 A. M. (Express) for Bethlehem, Easton, Allentown, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and points on, via Lehigh Valley Railroad, New Jersey Central and Morris and Essex Railroads, At 145 P. M. (Express) for Bethlehem, Easton, Mauch Chunk, Wilkesbarre, Pittston, Scranton, and Hazleton. NADA

At 5:00 P. M. for Bethlehem, Easton, Allentown, and Manch Chunk. and Manch Chunk.
For Poylestown at 8-45 A. M., 2-45 and 4-15 P. M.
For Fort Washington at 7-30 and 10-45 A. M., and
11-30 P. M.
For Abington at 1-15, 5-20, and 8. P. M.
For Lansdale at 6-20 P. M.
Fifth and Sixth Streets, Second and Third Streets,
and Union City Passenger Railways run to the new
Depot.

Prom Bethlehem at 9 A. M., 2-15, 4-49, and 8-25 P. M. From Doylestown at 8-25 A. M., 4-20 and 7-05 P. M. From Lansdale at 7-30 A. M. From Fort Washington at 9-25, 10-35 A. M., and 3-10 P. M.

Profit of a sangests

10 P. M.

From Abington at 2.35, 6.45, and 3.20 P. M.
ON SUNDAYS.

Philadelphia for Bethlehem at 9.30 A. M.
Philadelphia for Doylestown at 2 P. M.
Doylestown for Philadelphia at 7.00 A. M.
Bethlehem for Philadelphia at 4 P. M.
Tickets sold and Baggage checked through at Mann's North Pennsylvania Baggage Express
Office, No. 105 S. FIFTH Street.

11 1 ELLIS CLARK, Agent.

W EST JERSEY RAILROADS,
COMMENCING TUESDAY, SEPTEMBER 21, 1860.
Leave Philadelphia, foot of Market street (Upper
Perry). Ferry), at 8-15 A. M., Mail, for Bridgeton, Salem, Millville, Vineland, Swedesboro, and all intermediate stations.
3-15 P. M., Mail, for Cape May, Miliville, Vineland, and way stations below Glassboro.
3-30 P. M., Passenger, for Bridgeton, Salem, Swedesboro, and all intermediate stations.
5-30 P. M., Woodbury and Glassboro accommodation.

tion.

Freight train for all stations leaves Camden daily, at 12 o'clock, noon. Freight received in Philadelphia at second covered whatf below Wainut street.

Freight delivery at No. 228 South DELAWARE Avenue.

Commutation tickets at reduced rates between Philadelphia and all stations. Philadelphia and all stations.

EATRA TRAIN FOR CAPE MAY.

(SATURDAYS CALY.)

Leave Philadelphia, 8-15 A. M.

Leave Cape May, 1-10 P. M.

WM. J. SEWELL, Superintendent.

September 16, 1869.

A LEXANDER G. CATTELL & CO PRODUCE COMMISSION MERCHANTS. NO. W NORTH WATER STREET,
PHILADELPHIA
ALEXANDER G DAPENIA,
ELUAN GATER

AUDTION SALES. M. THOMAS & SONS, NOS. 189 AND 141

ASSIGNERS' SALE.

By order of U. B. District Court of New Jorsoy.

THOMAS & SONS. Anctionogers.

VALUABLE REAL ESTATE MACHINERY, TOOLS, PERSONAL PROPERTY OF THE NATIONAL IRON ARMOR AND SHIPBUILDING COMPANY, Kaighn's Point, New Jersey.

Jan 11, 1870, at 10 o'clock, will be seld at public sale, on the premises, in the South ward of Camden, N. d., by order of the U. S. District Court for the district of New Jersey.

All the real estate, whatree, marine railway, buildings, improvements, motive power, machinery, tools, fixtures, personal property, and assets of the National Iron Armor and Shipbuilding Company, bankrapt. MARTIN BROTHERS, AUCTIONERRS,—
No. 500 OHESNUT Street, rear entrance from Minos.

VALUABLE LEASE OF HOTEL, HOUSEHOLD EURNITURE, ETC.

16th instant, at 10 o'clock, at No. 837 S. Second street, the valuable lease for three years of an old-established hotel, rent \$500 per annum; 12 bedsteads, mattroses, blankers, bedding, dining-room furniture, carpets and oil cloths, fine double-barrel gun, gold ring, etc.

145t

SCOTT'S ART GALLERY AND AUCTION Commission Sales Rooms, No. 1117 CHESNUT Street, Girard Row, Particular attention paid to out-door sales at moderate rates.] PEREMPTORY SALE OF AMERICAN AND FOREIGN PIOTURES.
On Thursday and Friday Rvenings.
6th and 7th instant, at 7% o'clock, at Scott's Art Gallery, No. 1117 Cheshut street, will be sold, without the least reserve, a collection of American and Foreign Puintings. Included in the sale will be speciment by Ream, Litschauer, Winner, Groase, Weismann, J. W. Searbey, J. F. Marntin, E. W. Davis, Nortrim, Ray, Henry Wilson, and others.

and others.

Now open for examination, with catalogues. 16 3t C. D. McCLEES & CO., AUCTIONEERS

LARGE AND ATTRACTIVE SALE OF BOOTS, SHOES, BROGANS, ETC., On Monday Morning, Jan. 10, at 10 o'clock, including a large line of ladies', misses', and children's city-made goods, to which we invite the attention of the trade. THOMAS BIRCH & SON, AUCTIONEERS
AND COMMISSION MERCHANTS, No. 1116
OHESNUT Street, rear entrance No. 1107 Sansom street,

BY BARRITT & CO., AUCTIONEERS.

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No. 250 MARKET Street, corner of Bank street.

Cash advanced on consignments without extra charge. CONCERT HALL AUCTION ROOMS, No. 1219 CHESNUT Street. T. A. MCCLELLAND, Auctioneer.

BUNTING, DURBOROW & CO., AUCTION-BEERS, Nos. 233 and 234 MARKET Street, corner of Bank street. Successors to John B. Myers & Co. LIPPINCOTT, SON & CO., AUCTIONEERS,

LUMBER. SPRUCE JOIST. SPRUCE JOIST. HEMLOCK. HEMLOCK. 1870 0 SEASONED CLEAR PINE. 1870 SEASONED CLEAR PINE. 1870 CHOICE PATTERN PINE. SPANISH CEDAR, FOR PATTERNS. RED CEDAR.

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CAROLINA FLOORING,
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WALNUT FLOORING,
FLORIDA STEP BOARDS,
RAIL PLANK, 1870

1870 WALNUT BOARDS AND PLANK. 1870 WALNUT BOARDS, WALNUT PLANK. 1870 UNDERTAKERS' LUMBER. 1870
RED CEDAR.
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SEASONED POPLAR. SEASONED CHERRY. 1870 WHITE OAK PLANK AND BOARDS, CIGAR BOX MAKERS'
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CAROLINA SCANTLING. CAROLINA H. T. SILLS, NORWAY SCANTLING. 1870 CEDAR SHINGLES.
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Together with a general assortment of Building Lambor for sale low for cash.

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Walnut, White Pine, Yellow Pine, Spruce, Hem ock, Shingles, etc., always on hand at low rates. WATSON & GILLINGHAM, No. 924 RICHMOND Street, 18th ward.

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BOILER WORKS.—NEAFIE & LEVY
PHACTICAL AND THEORETICAL
MAKERS, BLACKSMITHS, and FOUNDERS, having,
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Tanks, Propellers, etc. etc., respectfully offer their services to the public as being fully prepared to contract for
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orders with quick despatch. Every description of patters,
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Drawings and specifications for all work done at the
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Boilers, Gasometers, Tanks, Iron Boats, etc.

Castings of all kinds, either Iron or Brass. Iron Frame Roofs for Gas Works, Workshops, and ballroad Stations, etc. tailroad Stations, etc.
Retorts and Gas Machinery of the latest and moss

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Every description of Piantation Machinery, also, Sugar, Saw, and Grist Mills, Vacuum Pans, Od Steam Trains, Defecators, Filters, Pumping Enters et al. Sole Agents for N. Billeux's Sugar Bolling Apparatus, Neamyth's Patent Steam Hammer, and Aspinwall & Woolsey's Patent Centrifugal Sugar Draining Machines.

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